# TRAFFIC ENGINEERING

*A News Letter*

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## HONORARY MEMBERS ELECTED

Pursuant to the establishment, at the last Annual Meeting, of the HONORARY grade of membership, in the Institute of Traffic Engineers, the Board of Direction has extended invitations to Mr. William Phelps Eno, Washington, D. C., and Saugatuck, Connecticut, and to Dr. Comm. Cesare Solari of Milan, Italy. Both invitations have been accepted, and these two gentlemen thus become the first Honorary Members of the Institute. Invitation to HONORARY MEMBERSHIP may be granted only upon unanimous ballot by the Board to persons "who have performed notable and outstanding services in the interest of the profession of traffic engineering". The following statements concerning the achievements of Mr. Eno and Dr. Solari are, therefore, appropriate.

### WILLIAM PHELPS ENO

William Phelps Eno was born in New York City, June 3, 1858 He graduated from Yale University in 1882.

Mr. Eno's interest in regulating traffic on city streets ante-dated the automobile by some years, his first traffic article having been written in December 1899. In 1903 he secured the adoption by the Police Department of New York City of his Rules for Driving, which have been the basis of practically all traffic regulations since written. In 1909 he published his first book, "Street Traffic Regulation", which created a great deal of interest on both sides of the Atlantic.

In the same year, Mr. Eno went to London and Paris to make a study of public carriage service and since then his influence in such matters has been recognized throughout Europe. He has made frequent trips abroad to consult and advise with the authorities in charge of traffic. His books and other writings have been translated into several foreign languages, and among the cities which have made use of the principles which he has developed there might be mentioned London, Paris, Berlin, Brussels, etc., as well as

Tokio, Japan and Sydney, Australia.

During the World War he organized and directed the Home Defense League of the District of Columbia. In 1922 he established the Eno Foundation for Highway Traffic Regulation, Inc., and serves as Chairman of its Board of Directors.

In 1923 Mr. Eno received from his Alma Mater Yale University, the honorary degree of Master of Arts. In presenting him for this degree, the chief marshall referred to him as "The originator and master of the organization of modern street traffic, by which science he has saved much time and many lives". In 1925 the French Government made him a Chevalier de l'Ordre National de la Legion d'Honneur.

## CESARE SOLARI

Dr. Comm. Cesare Solari, Commandante Capo della Vigilanza Urbana (Chief of the Municipal Police Force) of Milan, Italy, has an enviable record as one of the outstanding traffic authorities of Europe. During the World War he served with distinction, entering as Captain and being discharged as Lieutenant Colonel, receiving four medals for valor.

In 1927, shortly after his appointment as Chief of the Municipal Police Force of Milan, Dr. Solari served with Scotland Yard and later with the Metropolitan Police of Berlin as guest officer, making an intensive study of traffic and its regulation throughout Europe. Upon his return, and under his direction, the first exhaustive traffic survey in Europe was made in Milan, Italy.

Dr. Comm. Solari is a member of the Albo Medici Professionisti, holds the rank of Console in the Fascist National Militia and is a Commendator of the Corona d'Italia. He is also editor of Il Trafico Urbana, as well as the author of several books on political and general subjects.

## TRAFFIC ENGINEERING COSTS

The Keystone Automobile Club, Philadelphia, has recently made a survey of the annual expenditures of representative large cities for traffic engineering. The following table is quoted from the November issue of KEYSTONE MOTORIST.

| City | Motor Vehicles Registration | Annual Expenditure On Traffic Engineering | Average Cost Per Motor Vehicle |
|---|---|---|---|
| Pittsburgh, Pa. | 93,638 | $170,885 | $1.78 |
| Boston, Mass. | 101,788 | 168,000 | 1.65 |
| Chicago, Ill. | 454,142 | 587,650 | 1.30 |
| St. Louis, Mo. | 150,205 | 72,000 | .48 |
| Seattle, Wash. | 107,059 | 42,441 | .39 |
| Los Angeles, Cal. | 433,123 | 118,000 | .27 |
| Wilmington, Del. | 19,011 | 3,000 | .16 |
| San Francisco, Cal. | 149,730 | 21,822 | .15 |
| Providence, R. I. | 49,063 | 7,000 | .14 |
| Washington, D. C. | 160,567 | 17,480 | .11 |
| Kansas City, Mo. | 96,986 | 10,280 | .11 |
| Philadelphia (1934 Proposal) | 251,221 | 10,000 | .04 |

This information is being used in Philadelphia to urge the Mayor to appropriate a large sum so as to insure the continuation of traffic engineering work begun there by Burton W. Marsh. Originally $20,000 was proposed, but reasons of "economy" compelled a reduction.

## NOVEL TRAFFIC SIGNAL BEING INSTALLED IN NEW YORK CITY

Somewhat of an innovation in traffic signals is to be tried out in New York City early in December in an attempt to reduce hazard to predestrians. The new signal is being installed on Fifth Avenue between 40th and 45th Streets at private expense and with the approval of the Police Department. The light is the invention of Doctor John A. Harriss, who was Special Deputy Commissioner in Charge of Traffic New York City, fron 1918 to 1926. Dr. Harriss believes that the signal will eliminate the confusion and hazard which exists during the change interval by providing a clearance period for pedestrians.

The new signal was first suggested by Dr. Harriss in April 1930. At that time it was described as a vertical signal housing with a green lens in the lower section and an amber lens at the top. Between these is an upraised red hand surrounded by four small illuminated violet disks, two above and two below the hand.

The signal cycle will be: Green, red hand with amber, red hand alone, green. Traffic will move on the green light and halt during the display of the red hand with the amber and the red hand alone. During the showing of the red hand and amber, pedestrians only may move. It is Dr. Harriss' belief that the display of the red hand in all directions will have a psychological reaction upon the motorist which the display of the red light alone does not carry, and will tend to reduce "beating" the green.

Another suggested use of the signal is at outlying dangerous intersections where stop-and-go control is not warranted during the entire day. When the stop-and-go signals are out of operation the red hand and the four violet disks may be displayed in all directions as a cautionary signal.

## THE COMMITTEE ON TRANSPORTATION OF YALE UNIVERSITY

The Committee on Transportation of Yale University has recently announced that Robbins B. Stoeckel, for sixteen years Commissioner of Motor Vehicles for Connecticut, and now Research Associate, assigned to the Graduate School of the University, is prepared to discuss highway traffic subjects for research participation. It is hoped that, by correspondence and interview this activity will develop into a center from which Yale University may contribute to the solution of current problems in highway transportation.

Professor Stoeckel has information immediately available on problems relating to laws, state procedure, safety regulations and motor participating in traffic, such as would originally come within the ruling and experience of a state administrator and is also ready, through research connections to undertake selected investigations.

The Committee invites correspondence with Professor Stoeckel on any subject relating to highway traffic and transportation.

Professor Charles J. Tilden, a Member of the Institute of Traffic Engineers, is a Member of the Committee on Transportation.

## MEMBERSHIP QUALIFICATIONS

For the convenience of those who may have opportunity to discuss membership in the Institute with potential candidates, the following table has been prepared showing briefly the qualifications for the grade of Member, Associate Member and Junior. A more complete description of membership qualifications will be found in Article I of the By-Laws.

| Grade | Age | Total Experience | Responsible Charge Of Engineering | Traffic Engineering Experience | Responsible Charge Of Traffic Engineering |
|---|---|---|---|---|---|
| Member | 30 | 10 years | 5 years | 5 years | 2 years |
| Associate | 25 | 8 years | 1 year | 3 years | 1 year |
| Junior | 21 | 5 years | 0 | 1 year | 0 |